

Not a Lottery—It is Bona Fide Business—Development Work.

Some of the Mines are Doing—Exhibition of Splendid Samples.

E. C. Carpenter has returned from inland country, and anybody who has slightest doubt in his mind as to the ease with which the mineral resources of the Slocan have but to look over the samples brought down by him and on exhibition in the COLONIST block, read that has been said, and is being as to the "lottery" of mining in this region, but this idea of chance is gradually disappearing. There is immense mineral wealth in the country, and only those who are prejudiced or ignorant can deny the fact of seeing the latest samples of people outside the mining region are inclined to think that if there be a mineral wealth in the country, and that could be established, there would be no lack of capital to develop it. Such people ask, "What of all this bonded property of which we hear? Why not do the development work and not always be speculating?"

The answer is that the bonding of property is a bona fide transaction, and that the English capital will not be invested in everything that is demonstrated to an extent of certainty, the capitalists are divided into two camps, one is disposed to gamble a bit, and invariably reap the biggest share of the initial profit. Of seventeen mines under working in the Slocan country this winter but two are run by English companies—at least two are run by one by Messrs. Mahon, Vancouver, another by a purely English syndicate. The Slocan country is being developed this year than ever in its history. The Kingsley, the Grand Western, the Alta, the Blackbird, Fred, Idaho, Queen, Luckey Jim, Dardanelles, Best, Mountain, Boomer, Vancouver, Spokane Bay, and many others are being developed. The winter work through development of the Slocan country is proceeding on the good properties through the winter.

The Washington has had two tunnels run in season—one of them 200 feet, which was winter contract when complete will bring the total up to 700. In the tunnelling work good pay has been struck, a three-foot tunnel having been encountered with the result of two to five cents per foot. The Slocan Star has stopped work for the winter, but before doing so they were down a depth of 100 feet. The fact of a company such as this going down to such a depth with satisfactory results is a guarantee to all other owners and prospectors. They are now in four feet concentrating ore. The Rio Rico, have every reason to be well pleased with their operations. The Fredrick Lee, owned and operated by Jim Gardner, of Fairhaven, is also doing well. The firm have, at present, a pack train of less than one hundred mules, each carrying 250 pounds, making a week's work between the mines and Kaslo. From this point in the Northern Pacific handle the freight about \$7 per ton. But when the smelter erected at Pilot Bay, the journey will be shorter. The mule pack is being employed for the past couple of months; with a full load—the product of mine on the one and that of the farm on the other. The mules are being used to haul from 150 to 500 ounces of ore. Considering that the great Clearwater mines are more than satisfied with ounces to the ton, it will be seen what an immense fortune there is to be made in the haul from 150 to 500 ounces, as soon as their export facilities are more favorable. At present it takes some \$90 to bring a ton of ore to the smelter, whereas, with the Nelson & Fort Shepard in operation, the haul might defray the cost of \$40 or any other mine in the world.

Messrs. Gardner have spent no less than \$100 to make a trail to the mines, and employ many other operators are clearing the trail. In Kaslo City there is at present a population of 700 or 800, and buildings are being built rapidly, and anticipated as soon as they are fit for occupation. Mr. Carpenter says that there is now more work going on in the Kaslo country than in any other part of the past history of British Columbia. But the main reason for the men who are pushing it, and he is surprised at British Columbians do not take a more active interest in the profitable development of the resources of the province. Mr. Carpenter has several good tales of mining life among miners to relate. He is one of a person who came into camp and insisted upon holding service. In the night a church a scene of blankets separated the gin palace from the sleeping apartment, and in the latter the service was held. Among the samples brought down by Mr. Carpenter is a chip of the famous 122-ton under of galena below the Slocan Star, which it is contemplated to send—that is, a hauler—to the World's Fair.

RAVAGES OF FLOODS. Farmers Driven From Their Homes—Western Washington Never Before Visited—By Such a Storm.

TACOMA, Nov. 22.—The first overland rain from the East since Thursday last, arrived this morning, consisting of two sections of 10 coaches and sleepers each. The rain River is reported to be a roaring torrent, many feet higher than ever before known. Western Washington has never been visited with such a storm as that which broke upon us last Thursday, containing unabated until this afternoon, when it has in a measure abated somewhat spreading disaster from Central Oregon to almost the central portion of British Columbia.

In the valleys of the surrounding country the farmers have been compelled to forsake their homes and move to the foothills. Many lives have been lost; but owing to the nature of the country, the loss of property is not so great. The names and particulars are not obtainable. The Puyallup river, which empties into the Sound at this place, has spread over the Lower Puyallup valley until the country has the appearance of a vast lake or continuation of Puget Sound. This valley, however, extends from five to ten miles, and the waters cannot do great harm in the future. A plenty of room, its floor being spent and the overflow shallow. The Portland train arrived all right this evening and reports the track all clear. The Gray's harbor ranch has several heavy washouts, and several small bridges are gone. The rainfall since Thursday was seven inches.

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THIRTY-FOURTH YEAR.

BOLD TRAIN ROBBERY.

Passengers on the Northern Pacific Railway Held Up Near Hot Springs.

The Cars Going at Full Speed When the Job Was Accomplished.

TACOMA, Nov. 23.—The overland west-bound train on the Northern Pacific railroad was held up last evening near Hot Springs by three masked men, who robbed all the male passengers in the Pullman sleeper Wadena, six in all. The robbers entered the car at Hot Springs, for the train had not gone four or five miles before the men entered the rear of the car. The first man they tackled was E. H. Miller of Portland, who was in the smoking compartment. He was relieved of \$10 and a gold watch, and was then told to march in ahead of the robbers which he did. One of the highwaymen walked to the further end of the car, another stood about the middle and the third remained at the end they entered.

All were dressed in dark clothes, overcoats, black slouch hats and wore handkerchiefs over their faces, with holes cut out for eyes. They placed their revolvers to each passenger's head and commanded him to hold up his hands, which he did. The Pullman conductor and porter were also robbed. As the robbers were going on, J. Freedman, of Portland, came in from the next car to the one where the robbery was going on. As he entered, not knowing anything was going on, he was commanded to hold up his hands, but not complying quickly enough, the nearest robber shot through the side of the car. Then Freedman understood what was wanted. They all fled, leaving the train to proceed on its way.

Samuel Officer, of 199 Market street, Chicago, manager of the Henderson Kentucky tobacco mill, was one of the passengers on the train who escaped with his watch. When he was commanded to hold up his hands he succeeded in dropping his watch on the floor back of his seat. Speaking of the robbery, he said the whole thing occupied such a short time that it was hard to remember much about it. The men were very coarse in their language, as almost every sentence was profane and vulgar. The all wore long coats, and handkerchiefs over their faces, and were of a very difficult to recognize them. Their expressions and general fierce make-up frightened the ladies and three of the men, who were in the sleeper, to such a degree that grave fears were entertained of their being frightened into fits. I lost \$105 cash, but the experience I had of the Wild West was not sufficient to be worth that. I was not hurt.

R. H. Silverman, of New York, another passenger, said that he had his coat, vest and tie off at the time of the robbery, so that he was particularly well equipped. He said he was particularly well equipped with his watch and a very valuable diamond ring, though he lost \$300 in cash, which he had in his pants pocket at the time. Mr. Silverman said: "If this is the Western style of robbing strangers, I guess I don't care to meet many more reception committees." Very little was said during the robbery, but what was said was a mixture of profanity and orders, though one of the robbers, in an apologetic tone, said: "It is a pretty tough way, no doubt, but times are hard and we can't be too particular as to the kind of job we tackle." Mr. Officer is of the opinion that one of the men is a professional and the other men are hard-up individuals who had been induced to assist him to rob the train.

A passenger going to Seattle with his wife and two little daughters, was sitting across the aisle from the latter when a revolver was poked in his face with the order, "Hold up your hands." He hesitated for a moment, but one of the children said: "Don't move, papa. Hold up your hands and we won't hurt you." He took the child's advice and was relieved of \$800 in cash, a gold watch and chain, his tickets and baggage checks.

One of the robbers facetiously remarked when relieving Pullman Conductor Wiley of his two rings: "I want these to give to my girl." Those in the other cars did not talk to their fellow passengers, who were being robbed, and the first new they got was after the train started up again after the robbers had left. The colored porter, who was the most frightened man on board, lay say on the floor and threw up his hands in abject terror.

After completing their work, which occupied about five minutes, the robbers pulled the bellcord twice as a signal to stop. The engineer, apparently not knowing the circumstances, slowed up and the robbers, after one pull at the bell as a signal to go ahead, jumped off and disappeared in the darkness, after firing five or six shots. The men's familiarity with the arrangement of the train and with the signals indicates that they were either trainmen or had worked in that capacity.

At the same time we submit the general plan of bi-metalism which is favored by the United States.

Firstly: The plan of Mr. Moritz Levy, Secretary to the monetary conference of 1881.

Secondly: The plan of the late Adolf Soelber (see Vienna Neue Presse, Sept. 30, 1892; Hamburgische Nachrichten, Oct. 23, 1892; Pioneer Mail, Allahabad, Oct. 13, 1892).

Lastly: We present the plan proposed by ourselves as delegates of the United States at the monetary conference of 1881.

San Francisco, Nov. 24.—The whaling bark John F. Winthrop arrived last evening from the Arctic with 4,900 pounds of bone and 16 barrels of oil, consigned to the Pacific Steam Whaling Co. Capt. Murray reports the arrival of the outside of his wife, which occurred about two weeks ago. There are now only two whalers out, which are expected back, the Emma E. Herriman and Eric Hidalgo. They have been whaling in the Okotak sea.

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CAPITAL NOTES.

The Alaska Boundary Commissioners to Begin Work Immediately at Ottawa.

Premier Abbott's Resignation Expected Shortly—Premier Davie on His Homeward Journey.

OTTAWA, Nov. 24.—Professor Mendenhall, the United States commissioner to determine the Alaska boundary, will arrive on Monday. Mr. King and he will immediately get to work. They are not likely to visit Alaska before next summer, but will take up the Passanquoddy bay matter first.

The Canadian Pacific will exhibit a facsimile of their transcontinental collection at the World's Fair.

Railway Commissioner Robertson left for England to-day.

The Letter Carriers Mutual Benefit association are seeking Dominion incorporation. Mr. Wiggins ridicules the theory that the earth was struck by a comet last night. He says that Snyder is a disgrace to science.

A number of wrecks have been reported to the Customs department, who have been asked to give permission for American apparatus to be used in our waters.

The departments are preparing estimates in anticipation of the early meeting of parliament.

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OTTAWA, Nov. 25.—The following official announcement was handed me this afternoon: "The Governor-General has received with great regret a letter from Sir John Abbott intimating that he is compelled by the state of his health to resign his office. Acting upon the advice of Sir John Abbott, His Excellency has requested Sir John Thompson to accept a new cabinet. Sir John Thompson accepted this duty, but it is probable that a few days will be required before an accurate list of ministers can be given."

The Governor-General goes to Toronto on a week's visit, which he returns to in expected Sir John Thompson will have a list of new ministers ready to submit to him. Strong pressure is being brought to bear on Sir John Thompson, his health being somewhat broken down. Messrs. Angers and Ives will likely be given portfolios, and it is thought either Messrs. Wallace or Montague will be offered office.

A. J. McColl, Minister, and L. G. McPhillips, Vancouver, have been appointed to the Council.

Small Munro has been appointed second Lieutenant No. 2 Battery, Victoria, vice Kinross promoted.

The New Westminster Rifle company is wiped out because it is non-effective.

Mr. Ewart, Q. C., representing the Manitoba Catholics, has been appointed to the meeting with the sub-committee of council will consequently not be held till to-morrow.

The trade returns for the four months show an increase of eight million and a half dollars over the last year. The customs duty increased \$811,000.

The skating season has opened, and two boys were drowned in the Rideau river this afternoon.

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CANADIAN NEWS.

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GREAT FOOTBALL.

Yale Whites won Princeton Through the Mistakes of One of Her Players.

A Magnificent Display by the Meet of Both Teams—Enthusiastic Onlookers.

New York, Nov. 24.—Once more the Princeton tigers have failed to score, and again the blue flag waves triumphantly over the football field. Probably never before in the history of football has such a game been witnessed. For brilliancy of playing, unlooked for manoeuvres and fine individual work the game of '92 will stand prominent. The score at the end of the game stood twelve to nothing. Princeton worked bravely and scientifically throughout, and would certainly have scored had it not been for the poor play of Hall. On two occasions he spoiled Princeton's chances, once by foul interference and again through a fumble when the tigers had the ball within ten yards of the Yale goal. Had Hall only done his work well Yale would have won the game by a good margin. The Princeton team with a score of twelve to nothing, worked bravely and scientifically throughout, and would certainly have scored had it not been for the poor play of Hall. On two occasions he spoiled Princeton's chances, once by foul interference and again through a fumble when the tigers had the ball within ten yards of the Yale goal. Had Hall only done his work well Yale would have won the game by a good margin.

CHICAGO, Nov. 23.—Something in infinite progress to initiate a smash to-night between 6:30 and 8:05 p. m. Scattered from the sky and on every side the brilliant meteors could be seen falling. The display was largely confined to the north and east. The sky was clear and the night cool and dark.

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GILL'S GLITTERING GOLD.

A Mountainous Mine in Mid Africa the Generous Gift of a Native King.

A Flash in Vancouver and a Flash in New York—Then African Darkness.

VANCOUVER, Nov. 25.—A short time ago the COLONIST contained an account of one Charles Gill, a sailor on board the Fingal. The big bark had just arrived in port, and Gill, who was suffering from a broken leg, told a doleful story of the Captain's cruelty in not giving him proper attention. His yarn was well spun and he gained many sympathizers. He was a small man, about 58 years old, grey hair, mustache and chin whiskers, and dressed smartly. He was taken to the hospital and tenderly cared for. While there, however, A. H. MacNeil was summoned by Gill and obtained to see the Captain of the Fingal for overdue wages. Mr. MacNeil did not find it necessary to take legal action, the Captain paying the wages on application. In fact Gill's troubles began to appear to some of his sympathizers not so black as he painted. On a subsequent visit of Mr. MacNeil to the hospital the legal gentlemen, who had been summoned by Gill's startling announcement that he owned a tract of gold mining land 350 miles long and 62 miles wide in Yara Gara, Africa, and had obtained to see the Captain by exhibiting several magnificent samples of ore. He worked his passage to the Coast as a humble sailor, as he had not been accustomed to the luxuries of life, and did not feel happy in a sphere he was never intended for. He had no money to work the claim and no money to pay his passage home to his wife and eight children. He was a native king for personal services. If he could raise money to work the mine he would some day be the richest man on the Gold Coast. Mr. MacNeil did not sufficiently credit the story to make it public. He also, it is said, obtained considerable sums of money out of several shrewd business men in the city.

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HILL'S GAME IN LIFE.

The New York Senator's Ambition is to Remain as the Head of the New York Democracy.

New York, Nov. 24.—The Mail and Express in a long article yesterday afternoon says in brief: "There is a strong probability that Senator David B. Hill will not return to his seat in the United States Senate. If the decision of the matter rests wholly with Mr. Hill, there is no doubt that he would resign shortly after the session of the Legislature is begun in January. There are many reasons for the action, now credited to the junior Senator from New York. It is very well known to many that it was not the desire of Mr. Hill to go to the United States Senate as a successor to the Hon. C. E. Evans. The Legislature had such a close Democratic majority at the time of the senatorial election, that there was every probability that Hill would go to the highest bidder among the candidates unless Mr. Hill, who was then governor, would step in and take the place. It was partly to 'put' a candidate and partly to unite all the members of the Legislature that Mr. Hill became the candidate. Another particular reason, no doubt rests largely in the fact that Mr. Hill's game in life is that of a politician, and it is his ambition to remain as the leader of the New York Democracy, something he can best do by remaining altogether in the State and pursuing the practice of law."

CHICAGO, Nov. 23.—Carnegie music hall was crowded with an enthusiastic assemblage when Mr. and Mrs. Ballington Booth held their first meeting in connection with the Continental Congress and War Council of the Salvation Army. There was a banquet at Lenox Lyceum Tuesday afternoon for 1,500 officers. At its conclusion a torchlight procession, numbering 3,000 men, women and children, escorted Commander Booth's carriage, marked by Marine flags, to the Continental Congress and War Council of the Salvation Army.

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